



District 4 Pedestrian Advisory Committee (PAC) Meeting

September 27, 2017, 10:00 a.m. - 12:00 p.m.

Executive Conference Room 15-240 (15th Floor), 111 Grand Ave, Oakland

Phone Bridge: (510) 286-2230, No Passcode

AGENDA

- 10:00 a.m. 1. Welcome and introductions
- 10:05 a.m. 2. Agenda review
- 10:10 a.m. 3. Public comment
- 10:15 a.m. 4. Review and approval of June 28, 2017 Joint PAC + Bicycle Advisory Committee (BAC) meeting summary
- 10:20 a.m. 5. Connecting Windsor presentation
Steven Grover, PAC Member
- 10:40 a.m. 6. US 101 South Congested Corridor Plan
Dylan Grabowski and Erik Bird, D4 Office of System and Regional Planning
- 11:10 a.m. 7. Updates on joint PAC+BAC subcommittees:
 - Mode separation of multi-use paths
 - Roundabouts
- 11:25 a.m. 8. PAC Membership Update
Sergio Ruiz, Caltrans staff liaison to the PAC
- 11:40 a.m. 9. Review and discussion of draft 2017 PAC Work Plan
Sergio Ruiz, Caltrans staff liaison to the PAC
- 11:50 a.m. 10. Topics for future meetings:
 - Joint PAC+BAC meeting – January 24, 2018, 1:30 to 3:30 p.m.
 - PAC meeting - March 28, 2018, 10 a.m. to 12 p.m.
- 11:55 a.m. 11. Announcements and information sharing



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**District 4 Joint Pedestrian Advisory Committee (PAC) +
Bicycle Advisory Committee (BAC) Meeting
June 28, 2017, 1:30 – 3:30 p.m.
Draft Meeting Summary**

PAC members in attendance:

Ryan Dodge, Chair, Solano Transportation Authority
Patrick Golier, San Francisco Municipal Transportation Agency
Leah Greenblat, West Contra Costa Transportation Advisory Committee
Steven Grover, Vice Chair, Alameda County Resident
Carol Levine, Alameda County Resident
David Simons, Santa Clara County Resident

PAC members who participated via teleconference:

Bjorn Gripenburg, Sonoma County resident
Lauren Ledbetter, Santa Clara Valley Transportation Authority
Marty Martinez, Safe Routes to School National Partnership
Mariana Parreiras, San Francisco Bay Area Rapid Transit District

BAC members in attendance:

Mike Sallaberry, Chair, San Francisco Municipal Transportation Agency
Ryan Dodge, Solano Transportation Authority (alternate)
Adam Foster, Contra Costa County resident
Bert Hill, San Francisco Bicycle Coalition
Bruce "Ole" Ohlson, Bike East Bay
Jean Severinghaus, Marin County resident

BAC members who participated via teleconference:

Lauren Ledbetter, Santa Clara Valley Transportation Authority
Diana Meehan, Napa Valley Transportation Authority
Emma Shlaes, Silicon Valley Bicycle Coalition (alternate)

Non-members in attendance:

Dan Dawson, Marin County Public Works
Coire Reilly, Contra Costa County Public Health
Brynn Carlisle, San Francisco resident

Caltrans staff in attendance:

Sergio Ruiz, staff liaison to the PAC and BAC, Pedestrian and Bicycle Branch Chief
Ina Gerhard, Office Chief, Transit and Community Planning
Ann Mahaney, HQ Smart Mobility and Active Transportation Branch Chief
Jessica Downing, HQ Smart Mobility and Active Transportation Branch Chief
Greg Currey, Pedestrian and Bicycle Branch
Dianne Yee, Pedestrian and Bicycle Branch

Eric Denardo, Office of Environmental Analysis
Jim Province, Toll Bridge Regional Manager

The following PAC member was not present:
Matthew Bomberg, Alameda County Transportation Authority

The following BAC members were not present:
Eric Anderson, City of Berkeley
Patrick Band, Napa County Bicycle Coalition
Brad Beck, Contra Costa Transportation Authority
Steve Beroldo, San Francisco Bay Area Rapid Transit District
Matthew Bomberg, Alameda County Transportation Authority
David Hoffman, Marin County Bicycle Coalition
Robert Tidmore, San Francisco resident

Agenda Item #1: Welcome, introductions, and agenda review
Quorums were held for both the PAC and BAC.

Agenda Item #2: Public comment
None.

Agenda Item #3: Review and approval of April 5, 2017 PAC meeting summary
Approved with three corrections (two typos and full spelling of acronyms).

Agenda Item #4: Review and approval of April 19, 2017 BAC meeting summary
Approved with one correction (misspelling).

Agenda Item #5: Senate Bill 1 – Caltrans Complete Streets Implementation
Ann Mahaney, Caltrans HQ Smart Mobility and Active Transportation Branch Chief, gave a presentation on SB1: Road Repair & Accountability Act of 2017. Topics of discussion included:

- Complete streets decision tree factors in conditions and settings and tools for implementation
- The California State Transportation Agency is directing Caltrans to operationalize complete streets into projects.
- The Highway Design Manual (HDM) will be updated by January 2018. Comments should be submitted as soon as possible.
- Improve complete streets guidance for roundabout in the HDM
- The HDM does not include policies, so there is an opportunity to develop policy-level guidance to support HDM standards.
- Consider a separate section in the HDM on complete streets—a comprehensive bicycle/pedestrian/transit access chapter.
- Guidance is needed to distinguish conflicts and interaction between pedestrians and bicycles, not just pedestrian-car or bicycle-car.
- The BAC/PAC recommendations on improvements to interchanges should be incorporated, especially since they go beyond the Intersection Control Evaluation guide.

Agenda Item #6: Bay Bridge Bicycle and Pedestrian Path operating procedures

James Province, Caltrans D4 Toll Bridge Regional Manager, talked about the work his team performs on the Bay Bridge East Span Bike Path. He discussed issues related to the path gate closures, the timeline acceleration for the old Bay Bridge demolition activities, and lesson learned. Bert suggested looking at the Golden Gate Bridge Highway and Transportation District as an example and formation of a bicycle-pedestrian advisory group for the Bay Bridge and Treasure Island Development Authority for future communications and streamlining. Steven asked about operational plans for the Richmond-San Rafael Bridge path. Committee members asked to consider these for future agenda items.

Agenda Item #7: Update on State Route 35 (Skyline Boulevard) bicycle access across the Highway 1 interchange in Daly City

Sergio Ruiz gave an update on the status of bike access on the SR 35/Highway 1 interchange:

- An online survey, targeted to stakeholders, closed a week ago. Sergio will email the survey results to the stakeholder and interest list.
- A decision has not been made on bicycle access, bicyclists continue to be permitted on SR 35 through the interchange.
- Office of Traffic Safety is looking into short-term measures.
- Additional stakeholder outreach will occur.

Agenda Item #8: Update on the District 4 Bicycle Plan

Sergio Ruiz gave a brief update on the status of the District 4 Bicycle Plan (Plan):

- The Round 1 workshops were completed in May.
- The online mapping survey exceeded expectations. It will be used to inform the needs analysis and project prioritization.
- Sergio will share the Level of Traffic Stress (LTS) methodology.
 - Jean asked if volumes at interchanges were measured. It is difficult to obtain that data for the whole State Transportation Network.
 - Steven noted that precise, not accurate, data is better, such as general high-low instead of actual numbers.
- The Total Latent Demand map shows points per mile. Jean suggested that density may be better than points per mile, because there are some long segments.
- David asked if information on development projects, such as the Stevens Creek trail project, will be included in the Plan. They will be included in the project prioritization phase with information provided by counties and other jurisdictions.
- Future dates on outreach events and Plan milestones will be shared with counties and agencies.

Agenda Item #9: Status updates on PAC+BAC subcommittees:

- Mode separation of multi-use pathways:
 - Steven Grover shared that SGA staff have looked through the HDM and MUTCD and documented all pedestrian-bicycle interactions, as well as identified

opportunities for improvements and consistencies. Another meeting is needed to refine recommendations. Following that, the recommendations can be given to Caltrans for the HDM update. SGA can share the document.

- Roundabouts:
 - The subcommittee is still resolving comments on the MassDOT graphic. Recommendations on roundabouts could be preliminary to the HDM, depending on timeline or committee approval.
- Interchanges and intersections:
 - The subcommittee will include the 680/4 interchange connection to trails.
 - Sergio will send a copy of the recommendations letter to Ann Mahaney.

Agenda Item #10: 2017 PAC+BAC Work Plans, Project Initiation Document (PID) List

- The PID status “complete” (green) does not necessarily mean the project is (fully) funded or programmed, only that it has been signed off (approved).
- Projects on the PID list are still “single” asset, though currently “satellite” assets are being added. A “Complete Streets” column is being considered. Currently there is no quick way to identify which projects have pedestrian/bicycle components.
- The timeframe for an entire project to come to completion is 2-4 years.
- SB 1 has requirements for complete streets, but as of yet there are no performance measures. Complete streets assets will need to be identified for each project.
- Shoulder rumble strip project on Highway 4 in Contra Costa County – Ole expressed concern and asked for an opportunity to provide input.

Agenda Item #11: Topics for next PAC meeting: September 27, 2017, 10 a.m. - 12 p.m.

- Town of Windsor bicycle and pedestrian access across US 101
- HDM update (both committees)
- Bay Bridge West Span Bike Path update (both committees)
- Information on Richmond-San Rafael Bridge path operational plan (both committees)

Agenda Item #12: Topics for next BAC meeting: October 18, 2017, 1:30 - 3:30 p.m.

- Presentation on Richmond-San Rafael Bridge bike path approaches
- Bay Bridge West Span bike path update

Agenda Item #13: Announcements and information sharing

- Carol - Contra Costa Transportation Authority (CCTA) has a new Draft 2017 Countywide Transportation Plan. Public comments can be submitted by August 1, 2017.
- Mike - Research on methods of tactile separation between bicycle and pedestrian facilities, to share with PAC and BAC.
- Mike - Recent CTCTC meeting discussed roundabouts. Information can be found in the meeting minutes.



CONNECTING CENTRAL WINDSOR

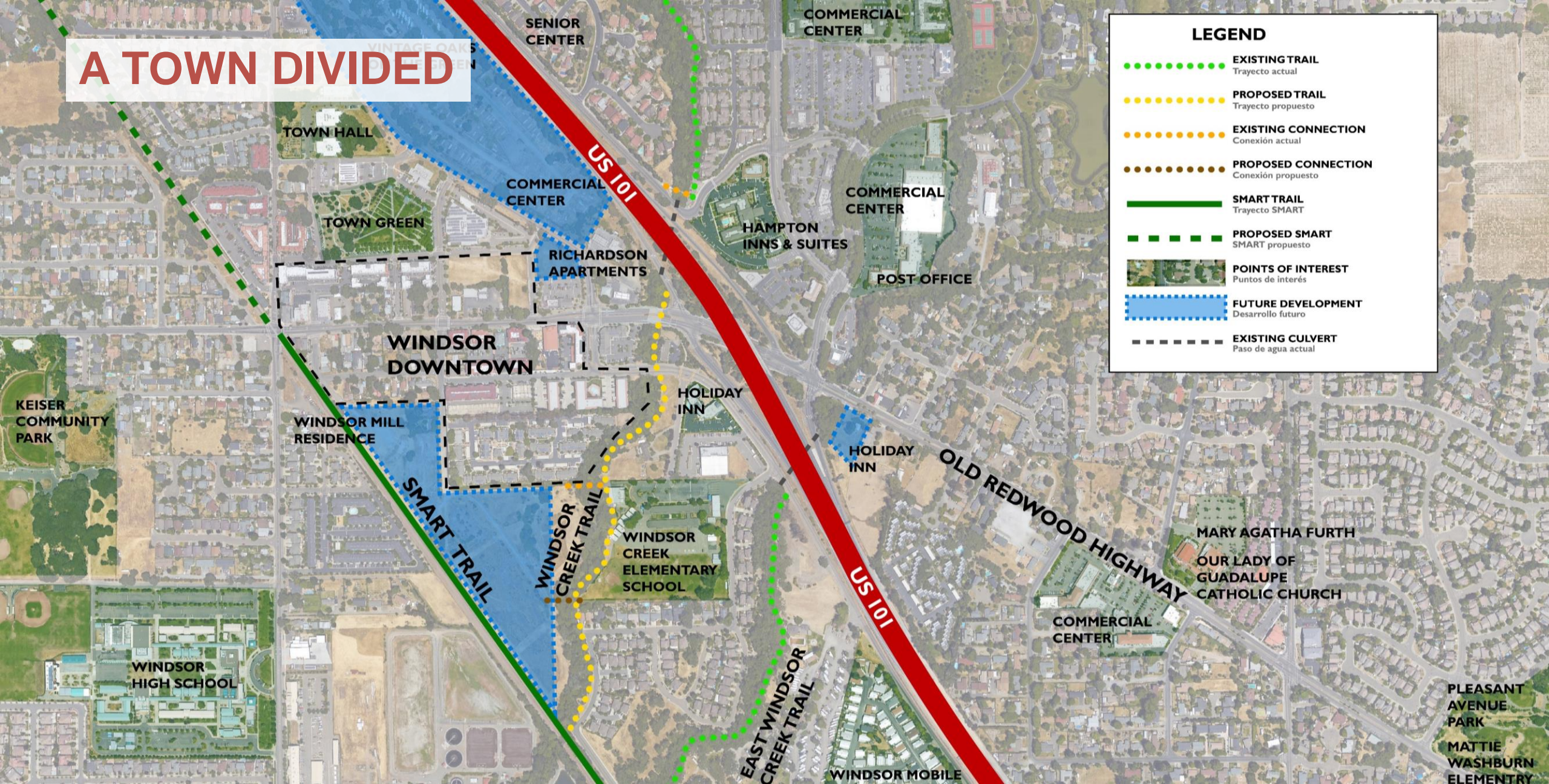


Presentation to the
Caltrans District 4
Pedestrian Advisory Committee

September 27, 2017

STEVEN GROVER & ASSOCIATES 

A TOWN DIVIDED



CONNECTING WINDSOR

EXISTING CROSSING SERVES MAJORITY OF TOWN



CONNECTING WINDSOR

EXISTING OLD REDWOOD HIGHWAY UNDERPASS



Insufficient Width for Compliant Bike Lanes

- *Caltrans Highway Design Manual 1003.1(3)*
- *AASHTO Guide to the Development of Bicycle Facilities Section 4.6.4*
- *Town of Windsor Complete Street Design Guidelines*



Insufficient Width for Compliant Shared-Use Pathway

- *Caltrans Highway Design Manual 1003.1(1)a-b*
- *AASHTO Guide to the Development of Bicycle Facilities Section 5.2.1*

OLD REDWOOD HIGHWAY BIKE/PED ISSUES

WIDE STREET

- DIFFICULT TO CROSS
- CONTRA-FLOW CYCLING

OLD REDWOOD HIGHWAY

RAMP INTERSECTION GEOMETRICS

- HIGH SPEED VEHICLE TURNS
- LONG CROSSWALKS

HEAVY TRAFFIC

- DIFFICULT TO CROSS

LIMITED WIDTH AT UNDERPASS

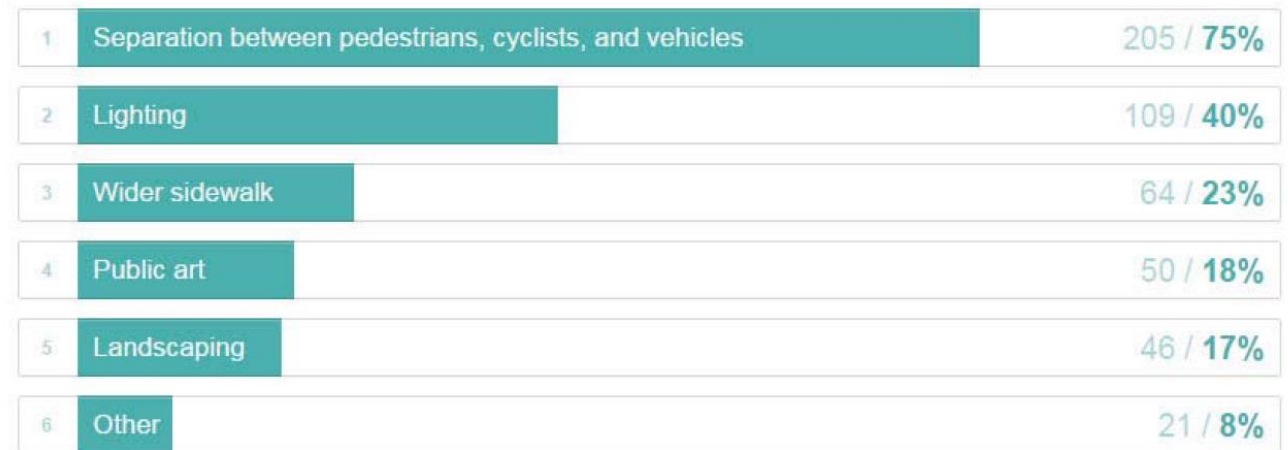
- SUBSTANDARD BIKE LANES
- BIKES USE SIDEWALKS

1st CONNECTING WINDSOR SURVEY (19 questions, 288 respondents)

- Most find Underpass Uncomfortable
- Half of Bikers use Sidewalk
- Top Priorities: Safety and Connectivity
- Main Safety Concern: Intersections (78%)
- Mode Separation Desired (75%)
- Additional Crossing Needed (72%)

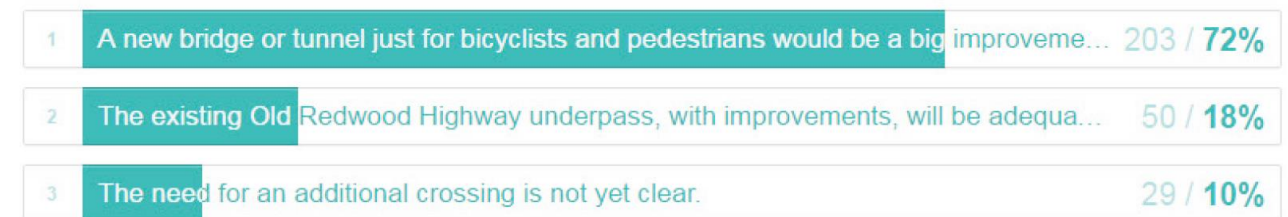
What enhancements would you most like to see in the Old Redwood Highway underpass?

274 out of 288 people answered this question



Which of the below statements most closely reflects your opinion?

282 out of 288 people answered this question



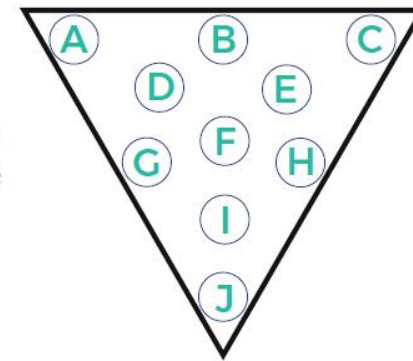
Sample questions/results from survey

2nd CONNECTING WINDSOR SURVEY (11 questions, 466 respondents)

- The project is important (80%)
- Preserving open spaces is important (77%)
- An additional crossing is needed (80%)
- 90% primarily drive, with slightly more occasional walkers than bikers
- People would walk or bike more if the project's improvements were implemented (74%)
- Main safety concerns:
 - Intersections (37%)
 - BOTH intersections and underpass space (31%)
- A third of respondents believe marginal reductions in congestion would be worth the cost of a slip ramp.

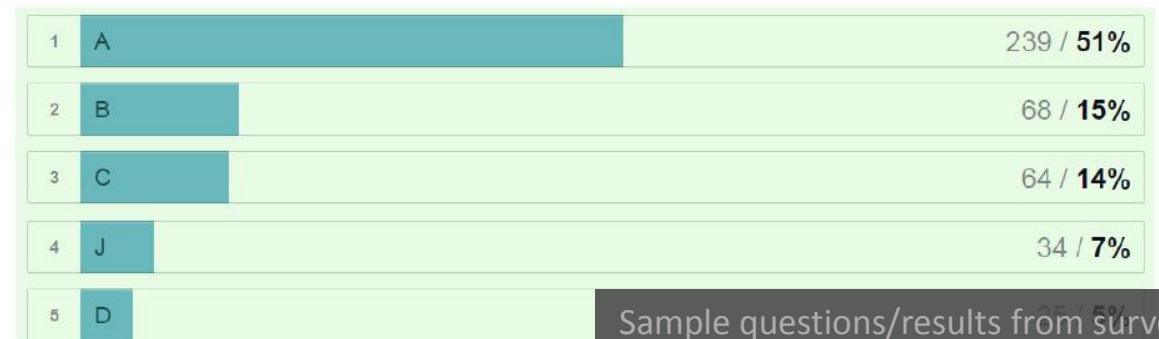
8. Please mark a dot within the triangle to best represent your point of view:

The underpass needs to be improved, but since we will never be able to eliminate the safety challenges at the freeway on and off ramps, a new car-free crossing is also needed.



An additional crossing is not needed. Improvements to the existing underpass alone would be enough to improve connectivity and safety for cyclists and pedestrians in central Windsor.

The underpass is fine the way it is now. No new crossing and no improvements are needed for crossing Highway 101 by foot or by bicycle.



Sample questions/results from survey

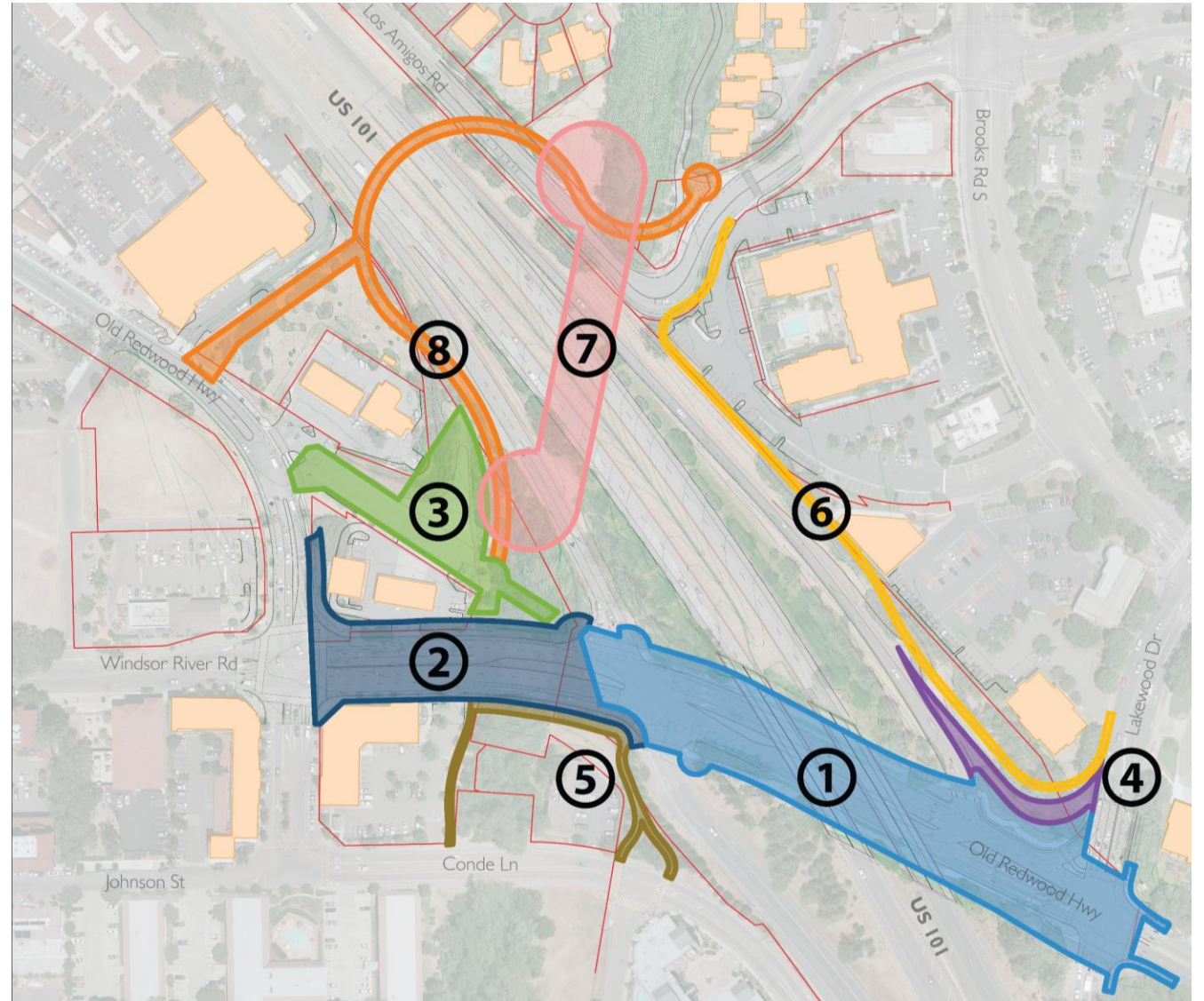
GOALS

- Overall Goal
 - Reconnect A Town Divided by Hwy 101
- Design Goals
 - Improve Safety for All Travel Modes
 - Encourage Cycling and Walking
 - Create Inviting Public Spaces
 - Accommodate Future Changes & Development



COMPONENTS STUDIED

1. Old Redwood Highway Underpass
2. Old Redwood Highway Streetscape
3. Old Redwood Highway Promenade
4. Lakewood Slip Ramp
5. Conde Pathways
6. Lakewood-Amigos Pathway
7. New Car-Free Undercrossing
8. New Car-Free Overcrossing

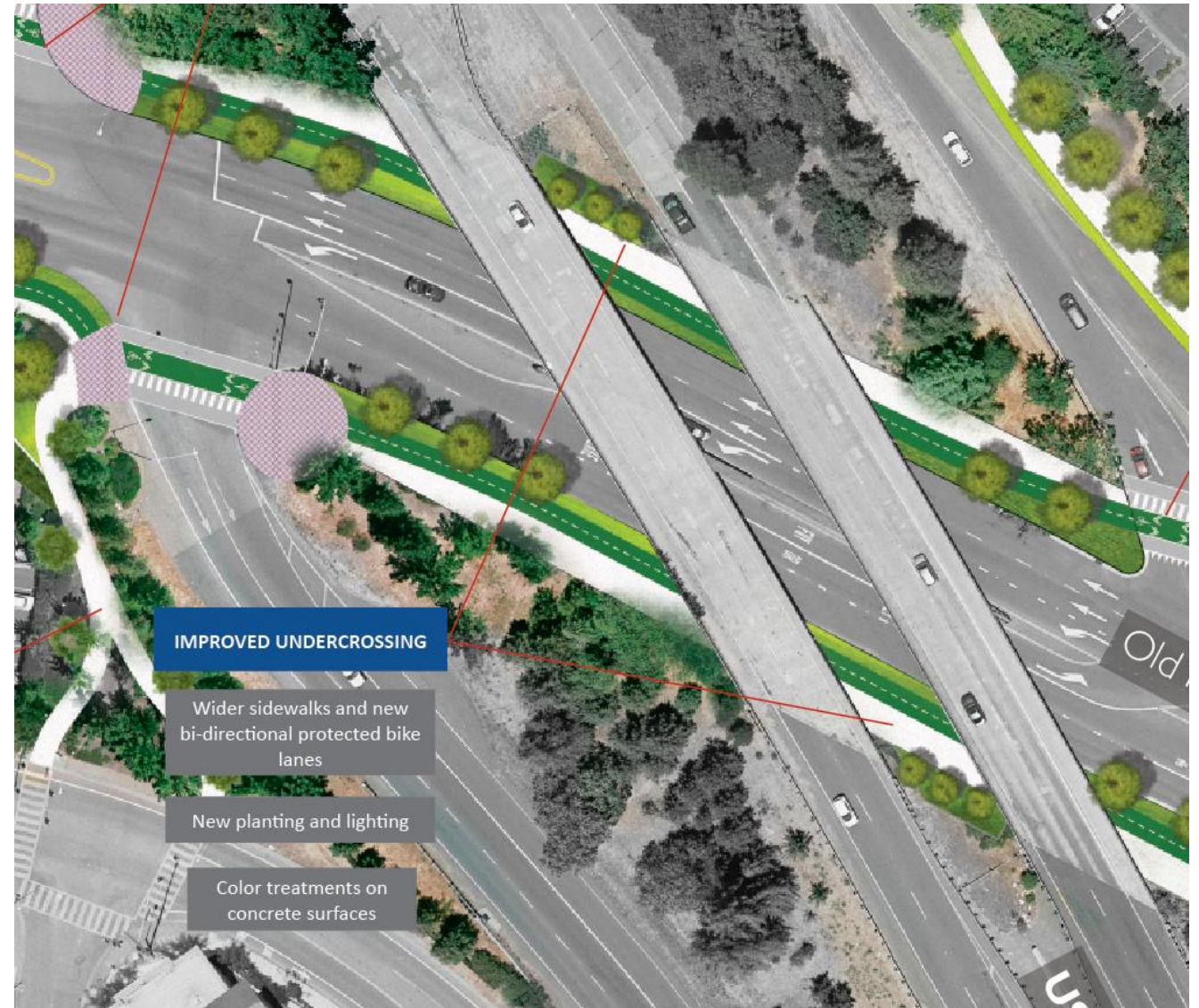


BEAUTIFICATION & UNDERPASS IMPROVEMENTS

EXISTING



BEAUTIFICATION EXAMPLE



IMPROVED UNDERCROSSING

Wider sidewalks and new bi-directional protected bike lanes

New planting and lighting

Color treatments on concrete surfaces

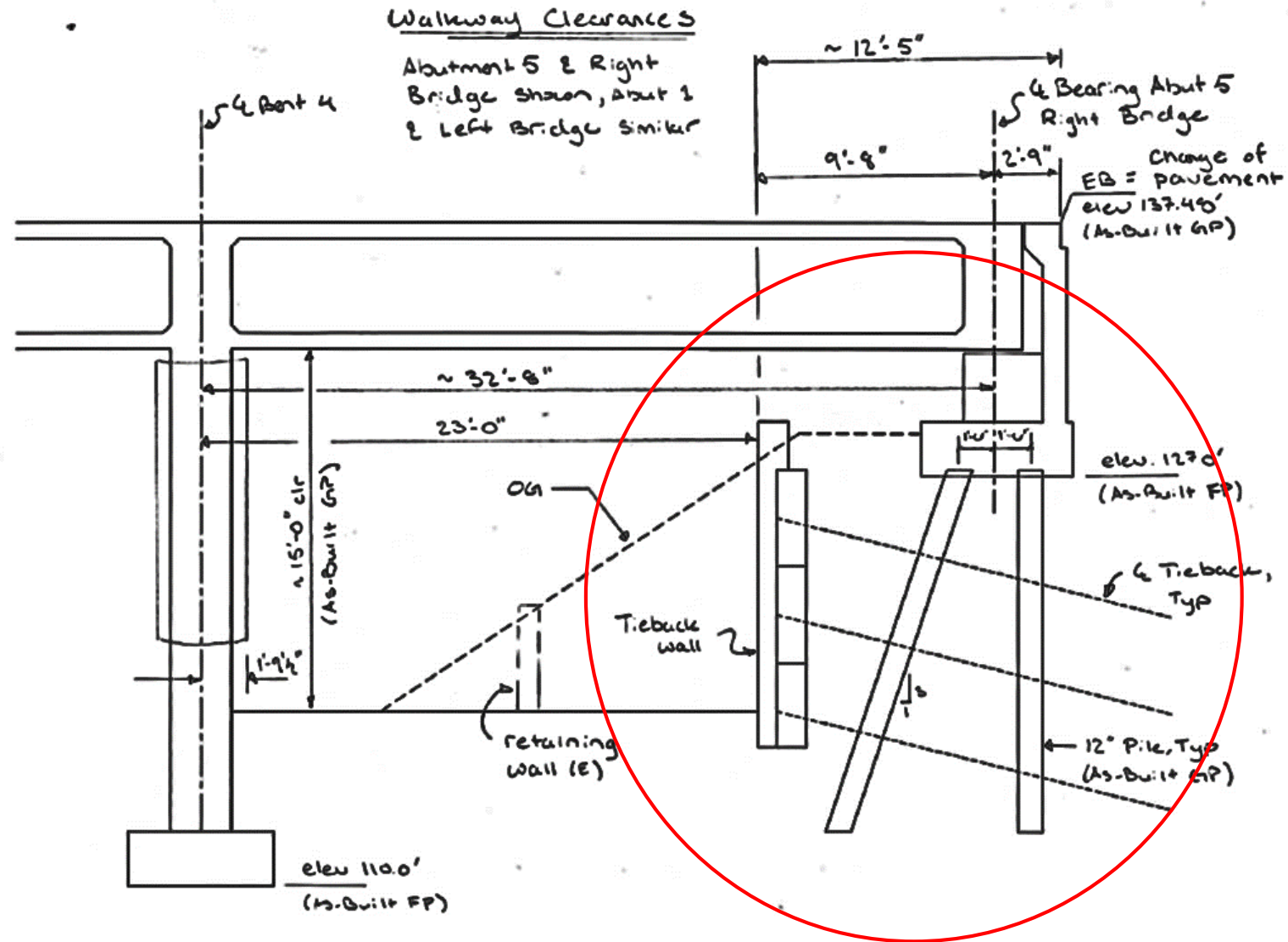
EXISTING UNDERPASS CONDITIONS



EXISTING UNDERPASS CONDITIONS



NEW TIE-BACK WALL



NEW TIE-BACK WALL

Protected Two-Way
Bike Lanes + 12-foot
Sidewalk

CONNECTING WINDSOR

D4 PAC PRESENTATION 09/27/2017

NEW TIE-BACK WALL

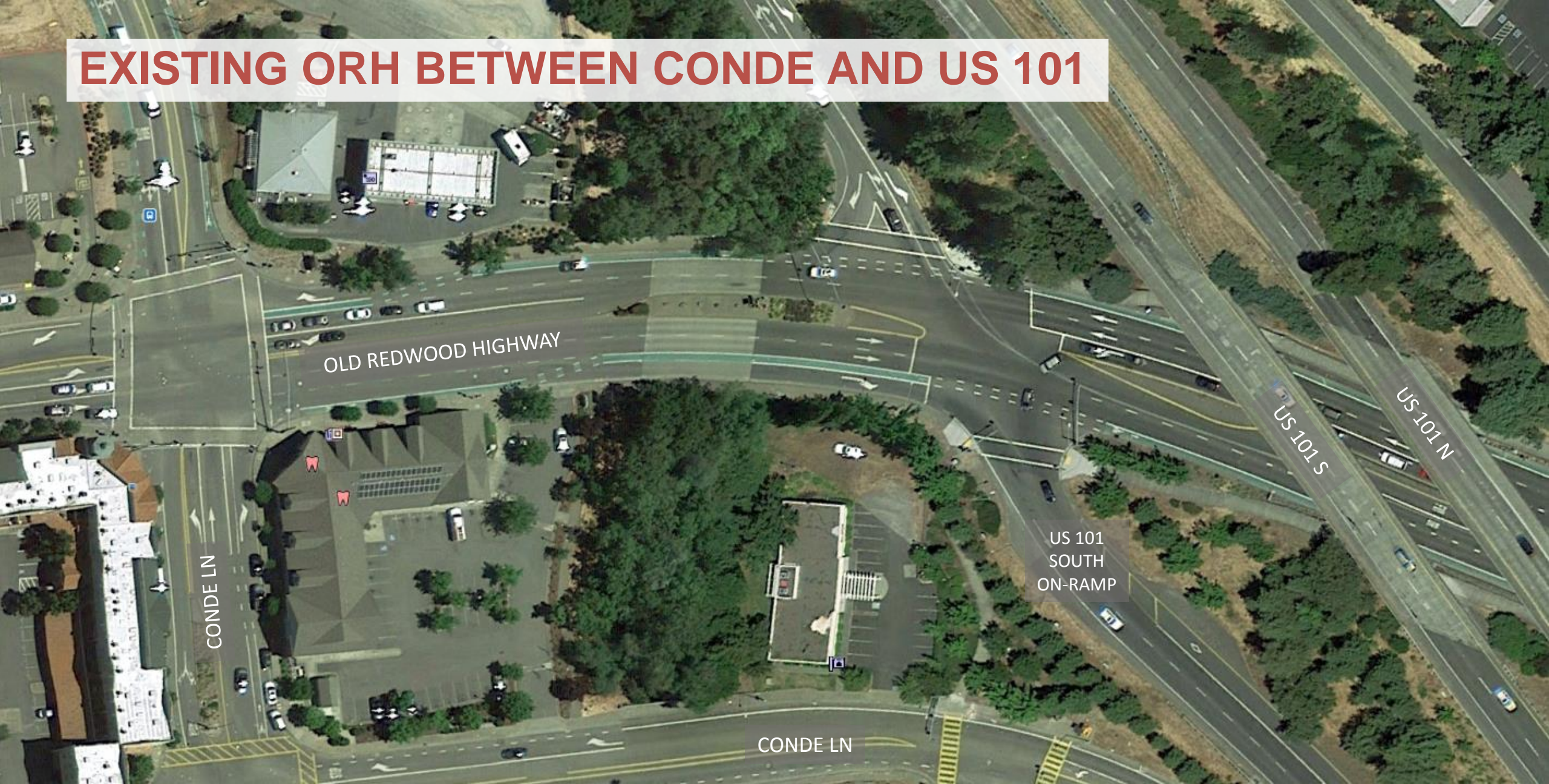
Protected Two-Way
Bike Lanes + 12-foot
Sidewalk

CONNECTING WINDSOR

D4 PAC PRESENTATION 09/27/2017

SGA | 15

EXISTING ORH BETWEEN CONDE AND US 101



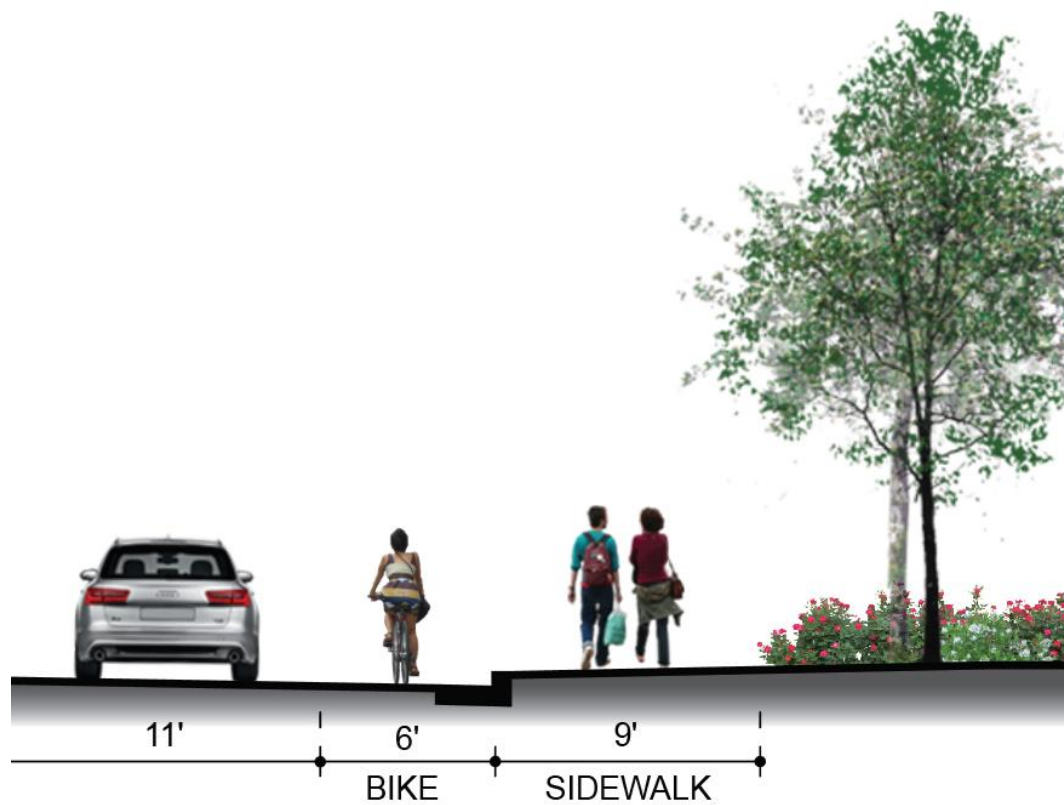
SQUARED INTERSECTIONS

SQUARED INTERSECTIONS
SHORTEN CROSSWALKS
AND SLOW CARS

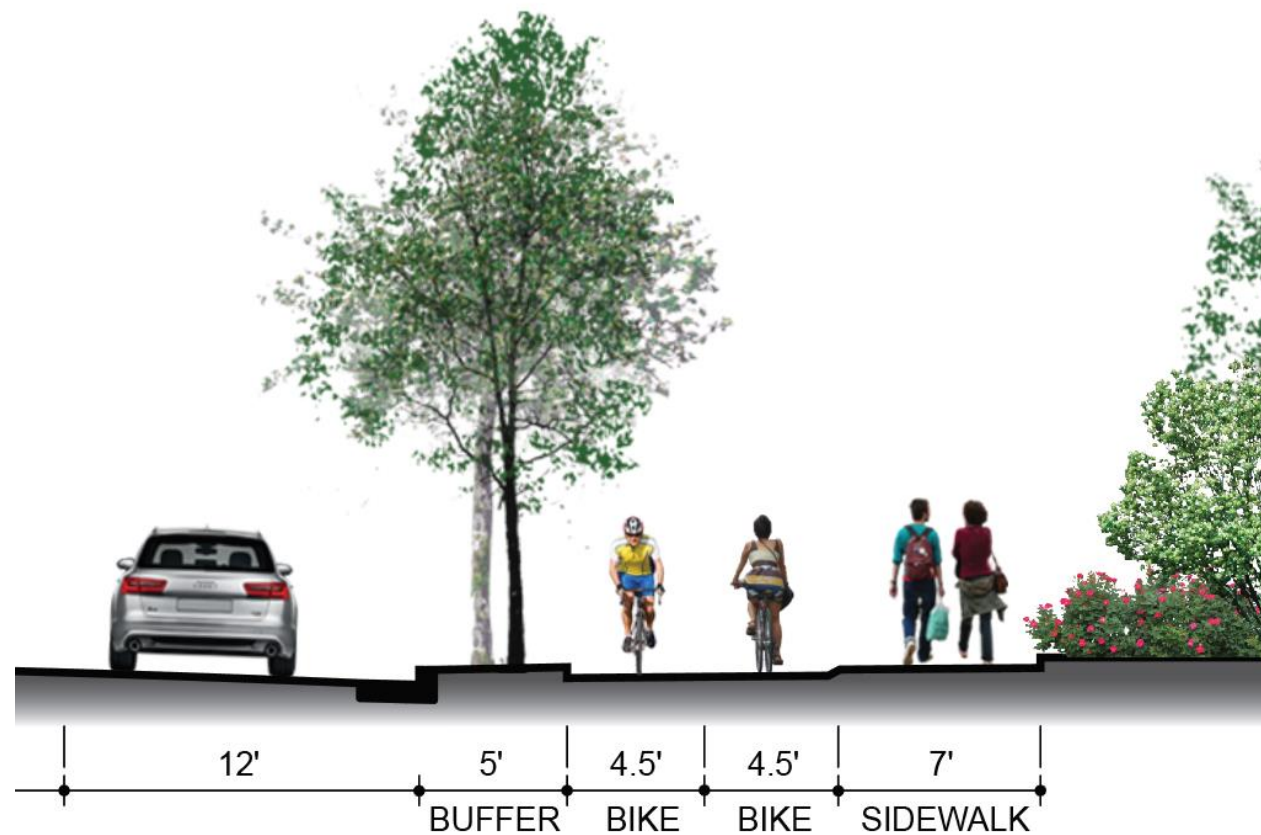
PROPOSED IMPROVEMENTS BETWEEN CONDE AND US 101



PROTECTED BIKE LANES



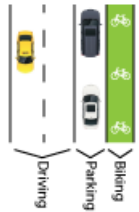
EXISTING



PROPOSED

WHY BUILD PROTECTED BIKE LANES?

WHAT ARE THEY?



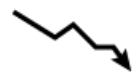
Protected bike lanes put a barrier between drivers and bike riders. The barrier can be parked cars, plastic posts, or planters. They are popular in cities with high amounts of bike riders for everyday use.



GOOD FOR SAFETY

89%

fewer injuries among bike riders on streets with protected bike lanes.⁵



Bike- and pedestrian-friendly street design leads to less collisions, even when there are more people out!⁶

DRIVERS don't have to worry about unexpected bike maneuvers.

PEDESTRIANS don't have to worry about bike riders on the sidewalks.

GOOD FOR BUSINESS

↑49% 9th Ave in New York City saw a increase in business after protected bike lanes were installed.¹ Nearby streets only saw a 3% increase.

↑55% More bike traffic on Kinzie St in Chicago after a protected bike lane was installed.²

A Portland study found bike riders will *go out of their way* to a street with good bike infrastructure. That's more business exposure.³



Pedestrians and bike riders in Toronto **SPENT THE MOST MONEY** and visited stores more often.

Maybe because it costs less to walk or bike?

GOOD FOR LAWFULNESS



In Chicago, protected bike lanes have resulted in a 161% increase in the number of bike riders obeying the stoplight.⁷

GOOD FOR EVERYONE



71% of Americans have expressed interest in riding a bike more often, but find it unsafe.⁸ *Are you one of them?*

LESS

Each bike on the road is one less car in traffic, causes less pollution, less wear on the road (and therefore less taxpayer-funded maintenance), and creates a healthier population.

**LIKE PROTECTED BIKE LANES?
TELL YOUR LOCAL ELECTED OFFICIALS!**



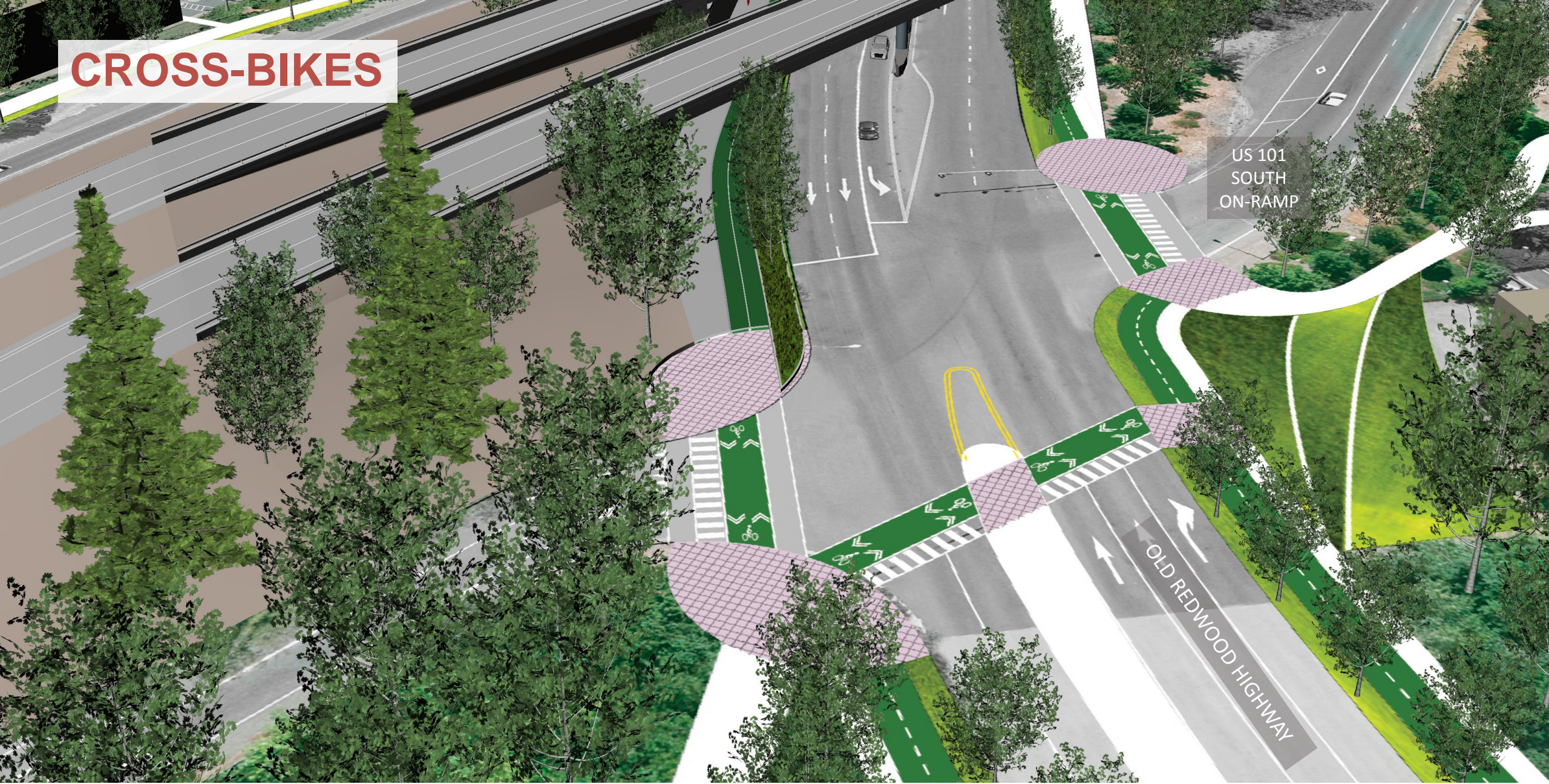
1. NYC DOT, Measuring the Street: New Metrics for 21st Century Streets
2. CDOT, http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/sep/initial_findings_kinzie_street_protected_bike_lane.html
3. Jennifer Bell, *Bicycling for Transportation and Health: The Role of Infrastructure*, <http://www.polaris-journals.com/gp/journal/v50/n51/full/jph200855a.html>
4. The Clean Air Partnership, 2009, *Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighbourhood*

5. Kay Teschke, M. Anne Harris, et. al. *Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study*
6. http://improvement.bcg.com/content/9/3/205_abstract
7. Chicago Tribune, City says, *Dearborn bike signals keeping cyclists in line*, June 10, 2013.
8. NHTSA, Volume II: Findings Report National Survey of Bicyclist and Pedestrian Attitudes and Behavior, 2008



Alameda, CA

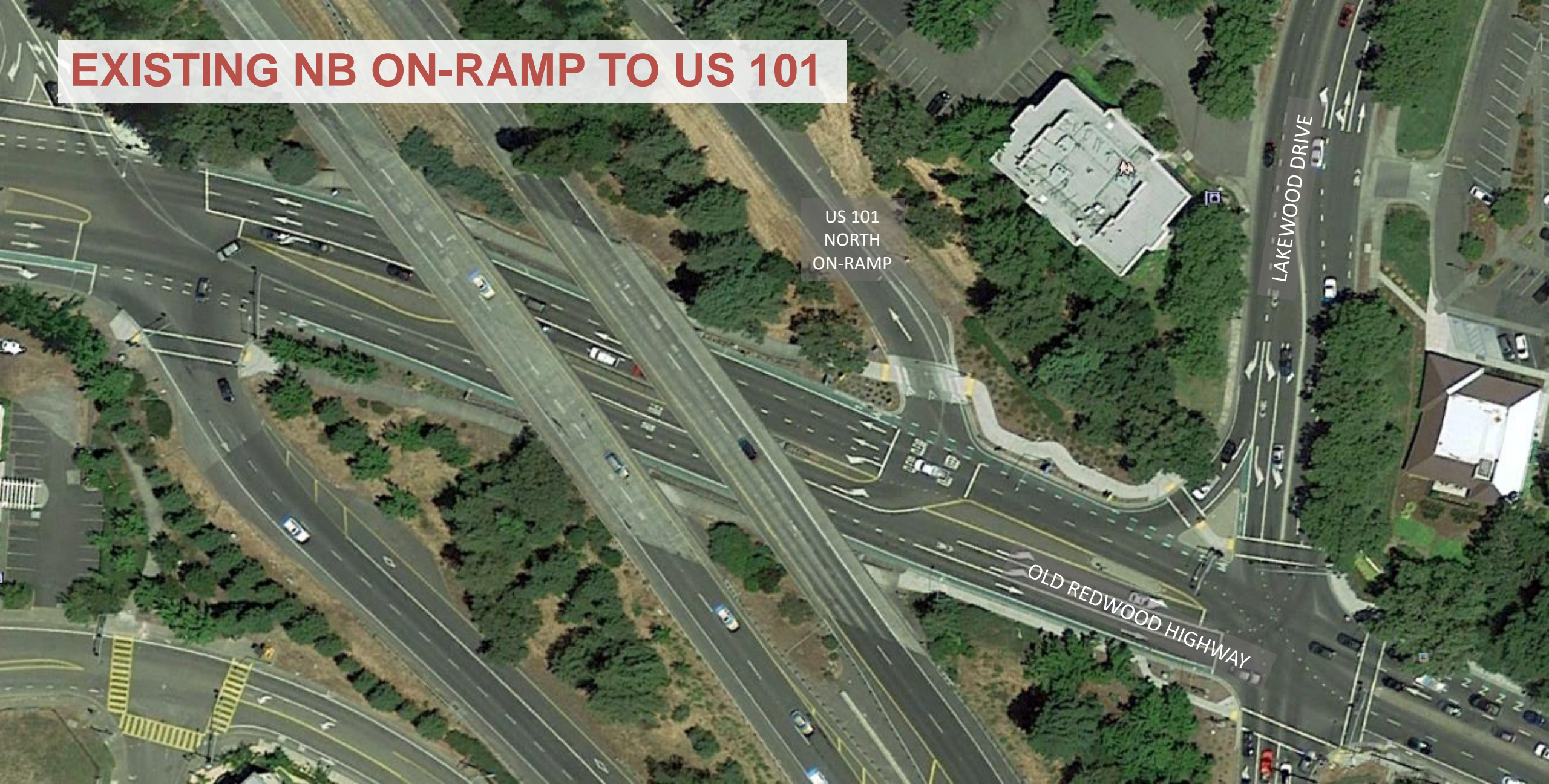
CROSS-BIKES



US 101
SOUTH
ON-RAMP

OLD REDWOOD HIGHWAY

EXISTING NB ON-RAMP TO US 101



RIGHT-TURN SLIP LANE TO NB US 101

- Divert traffic from dangerous crosswalk
- Overall reduction of delay
- Improved PM level of service on Lakewood southbound
- Improved PM level of service on eastbound left-turn from ORH
- Rectangular Rapid Flashing Beacon for crosswalk at existing on-ramp entrance
- Crossbikes alongside crosswalks

Reduced congestion on
Lakewood

Approximately 25% fewer
vehicles crossing this
crosswalk and crossbike

NEW ON-RAMP ENTRANCE
FROM LAKEWOOD



CONNECTING WINDSOR

D4 PAC PRESENTATION 09/27/2017



CONNECTING WINDSOR

OPEN SPACE NETWORK & AXES



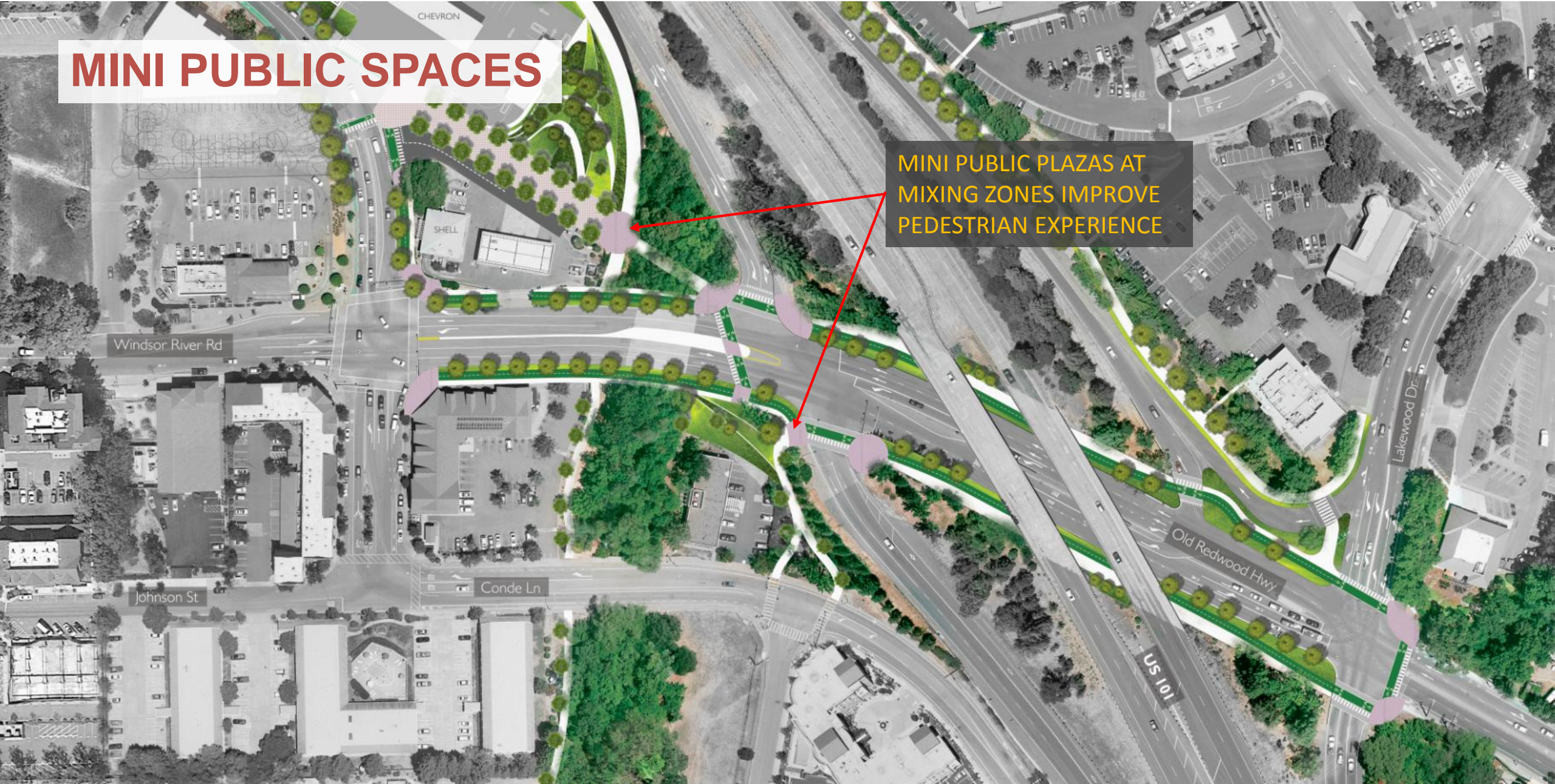
Windsor Town Green



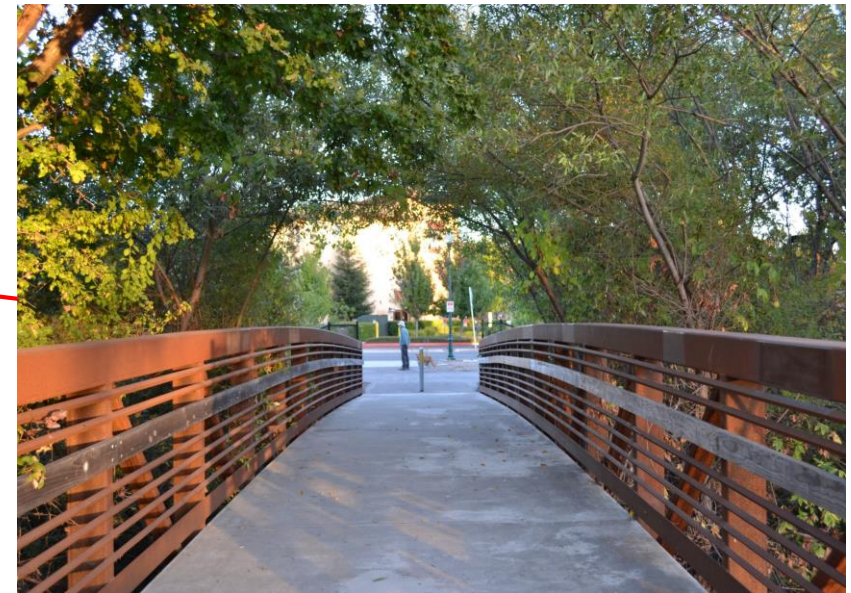
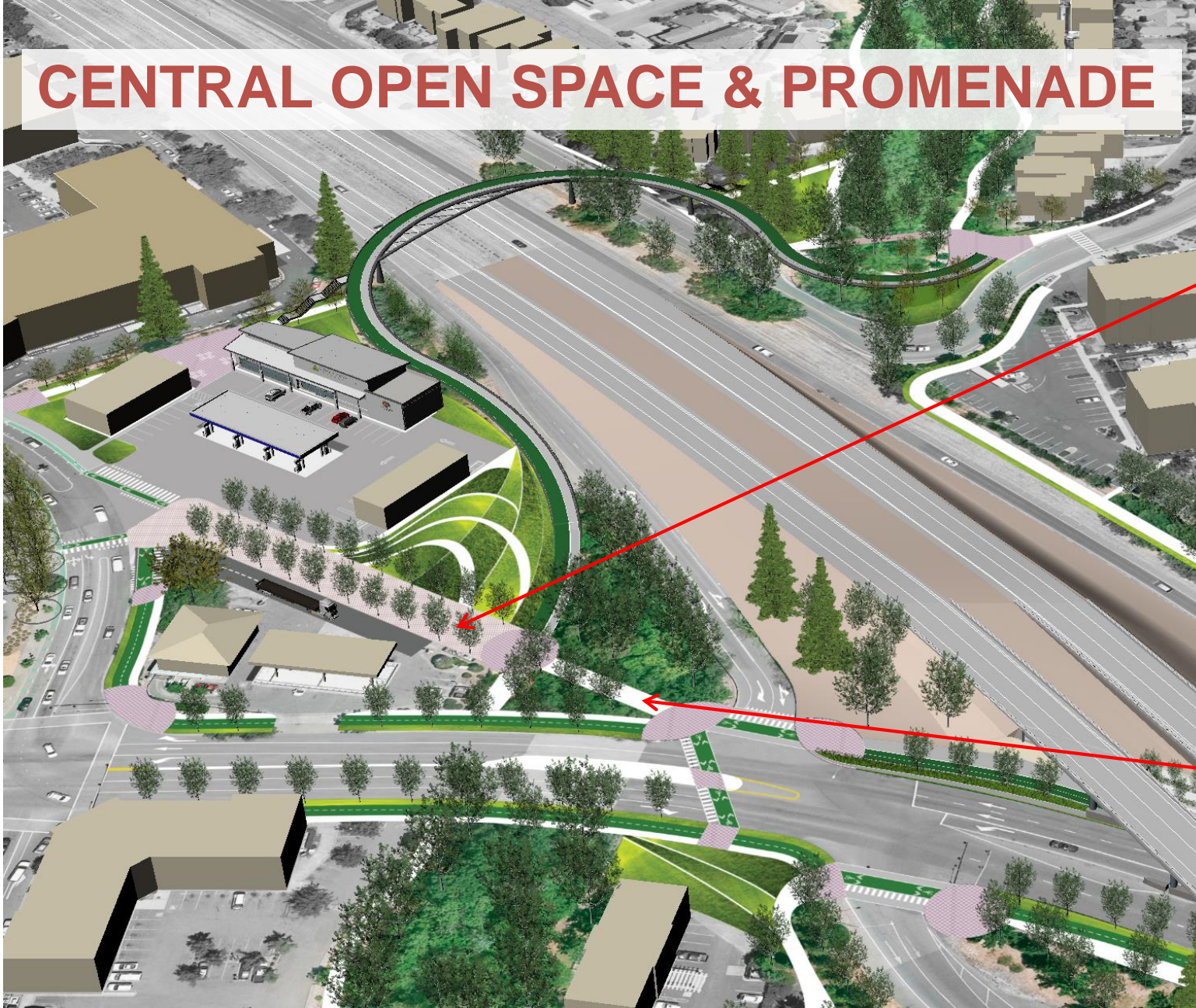
CONNECTING WINDSOR

MINI PUBLIC SPACES

MINI PUBLIC PLAZAS AT MIXING ZONES IMPROVE PEDESTRIAN EXPERIENCE



CENTRAL OPEN SPACE & PROMENADE



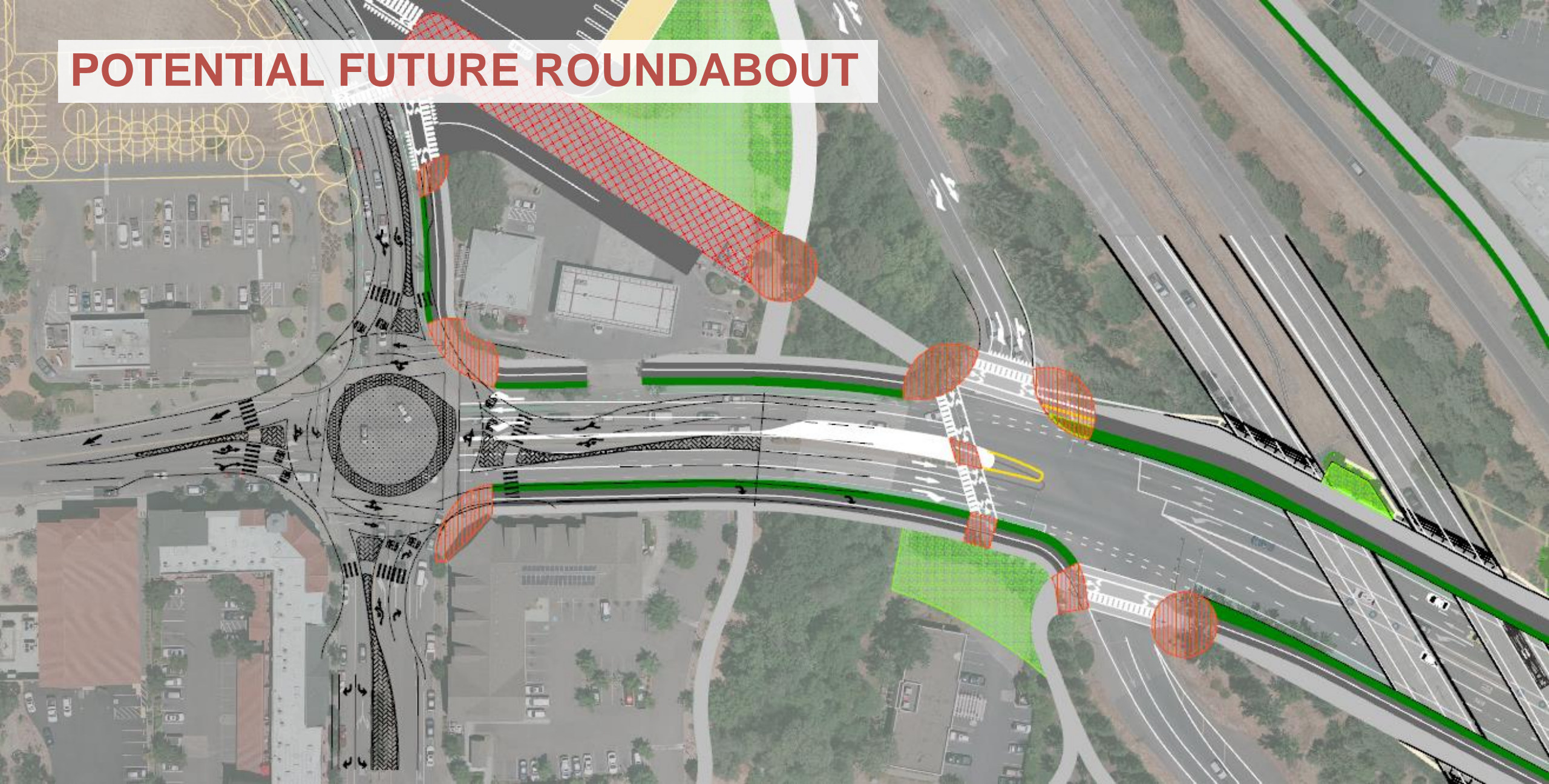
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CONNECTING WINDSOR

D4 PAC PRESENTATION 09/27/2017

POTENTIAL FUTURE ROUNDABOUT





THANK YOU!



STEVEN GROVER & ASSOCIATES 



moffatt & nichol

Caltrans District 4

Comprehensive Corridor Plan

September 27, 2017

Dylan Grabowski, *Associate Transportation Planner*
Erik Bird, *Transportation Planner*
Office of System and Regional Planning



Caltrans District 4

Today We Will Discuss...

- Senate Bill (SB) 1
- Solutions for Congested Corridor Program (SCCP) Introduction
- Eligible Projects Under SCCP
- Comprehensive Corridor Plan (CCP) Overview
- CCP Schedule
- Overview of CCP Study Area
- CCP Sections
- Bicycle and Pedestrian Section Overview
- Requested Information from D4 PAC
- Q&A
- Contact Us

Senate Bill (SB) 1

SB 1:

- Passed in April, effective beginning November 1
- Appropriates \$250,000,000 annually to be allocated by the CTC to projects that address congestion in highly traveled corridors
- Two specific goals:
 - Direct increased revenue to the State's highest transportation needs; and
 - Fairly distribute the economic impact of increased funding between all users

Programs born out of SB 1:

- Comprehensive Corridor Plan
- Local Partnership Program
- Local Streets and Roads Apportionments
- Trade Corridor Enhancement Program
- Active Transportation Program Augmentation



Solutions for Congested Corridor Program (SCCP)

Introduction

What is the SCCP?

- Program that will fund projects that make specific performance improvements

Why does the SCCP exist?

- To reduce congestion in highly traveled corridors by providing more transportation choices while improving the quality of life and preserving the local community character within the corridor

What is the SCCP funding source?

- Funding for this program is being provided by SB 1
 - Gas tax increase, vehicle registration surcharge, diesel excise tax, diesel sales tax, zero emission vehicle fee, general fund loan repayment

Eligible Projects Under SCCP

- Addition of HOV and managed lanes
- Safety improvements
- Operational improvements
- Projects that employ advanced and innovative technology
- Projects that include supporting infrastructure for deployment of current and future technologies
- Transportation Management Systems (TMS) and Transportation Demand Management (TMD)
- Bicycle facilities
- Pedestrian facilities
- New/existing transit infrastructure and transit hubs
- New or existing rail infrastructure
- Closing gaps in street network
- Direct mitigation of a transportation project or facility



Comprehensive Corridor Plan (CCP) Overview

- Goals and Expectations
 - Provide more transportation choices for residents, commuters, and visitors
 - Achieve a balanced set of improvements within highly congested travel corridors
 - Multi-modal focus with multi-agency collaboration
- US 101 South was identified in SB 1 as an example of a congested corridor
- Original CSMP for this corridor did not identify important projects such as the US 101 Managed Lanes projects and bike/pedestrian improvements
- CCP contains limited scope due to deadline constraints
 - Future updates will be provided as part of the continuous corridor planning effort

CCP Schedule

- Plan Development Kick-Off Meeting: August 2017
- First Corridor Development Team (CDT) Meeting: August of 2017
- Develop Plan (Internal and External Coordination): September – October 2017
- Distribute DRAFT Final Plan for Review: November 2017
- Plan Adoption: December 31, 2017
- Applications for First Round of SB 1 Funding: February 2018



Details:

-

CCP Sections

- Executive Summary
- Introduction
- Goals, Objectives, and Performance Measures
- Corridor Description
- Multimodal Facilities and Needs
 - Transit and Park-and-Ride
 - Private Commuter Shuttles
 - Bicycle Facilities
 - Pedestrian Facilities
 - TOS Coverage
 - Freight Facilities
- Freeway Performance
 - Existing and Future Conditions
- Recommended Strategies



Bicycle and Pedestrian Section Overview

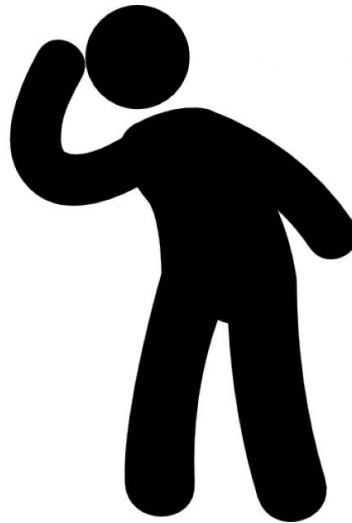
- Sections
 - Policy Discussion
 - State, Regional, Local
 - Approach
 - Existing conditions
 - Table of over/under crossings
 - Planned improvements
 - D4 bike plan
 - County planned improvements
 - Nearby local projects
 - Gap analysis and prioritization



Input We're Seeking from the PAC

We want...

- Information on pedestrian needs at freeway interchanges along the corridor
- Current Bike and Ped project lists from San Francisco, San Mateo, and Santa Clara counties



Caltrans District 4



Questions?

Contact Us



Zhongping “John” Xu, Zhongping.Xu@dot.ca.gov, (510) 286-5577

Dylan Grabowski, Dylan.Grabowski@dot.ca.gov, (510) 286-6304

Erik Bird, Erik.Bird@dot.ca.gov, (510) 286-5591

Recommendations from the Caltrans District 4 Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) Roundabouts Subcommittee – September 2017

The PAC and BAC advise Caltrans District 4 to ensure that the needs of pedestrians and bicyclists, respectively, are met on projects and activities affecting the State highway system within the District. The PAC and BAC often make recommendations on statewide policies and guidance affecting projects and activities in District 4.

Recommendation Purpose: The PAC and BAC Roundabouts Subcommittee is making this recommendation to improve safety and comfort of people walking, biking, and driving at roundabouts.

Recommendation: The subcommittee recommends that the separated bike lane roundabout design concept, found in the Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide (MassDOT Guide), be endorsed by Caltrans in the next update(s) to the Highway Design Manual and/or Design Information Bulletin 89 with the following considerations:

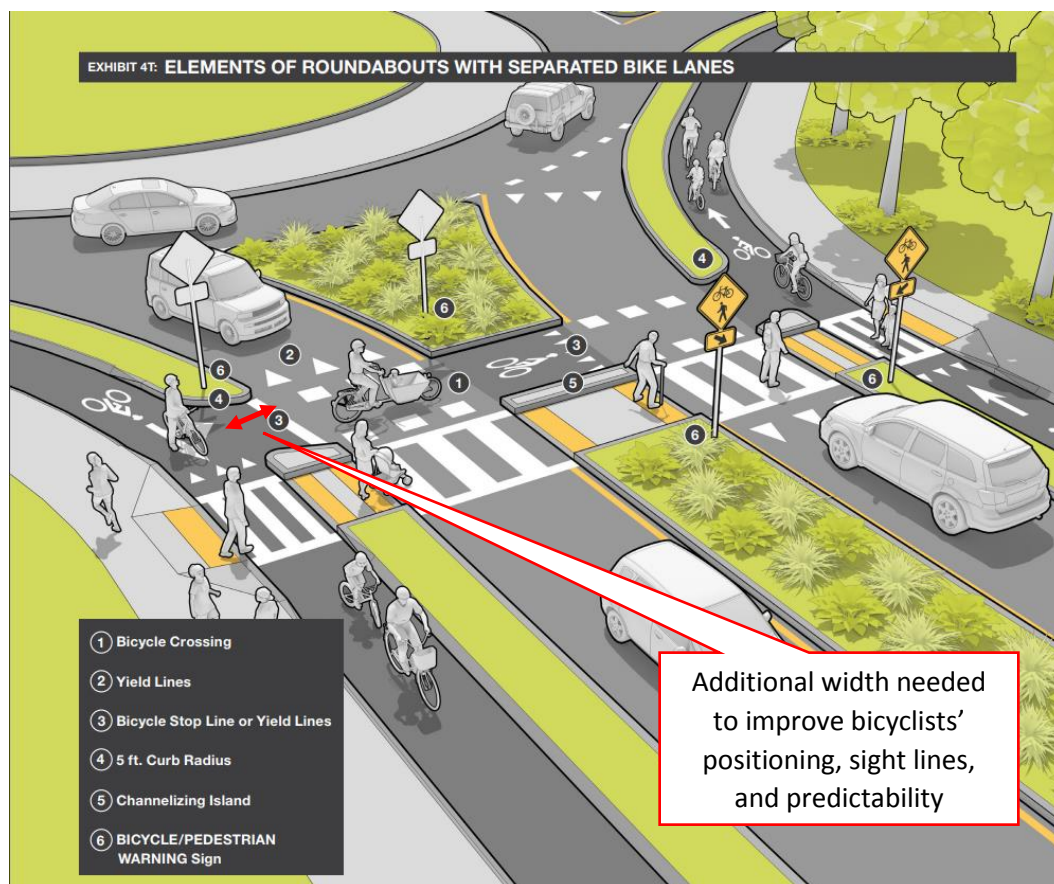


Image 1: MassDOT Guide Exhibit 4T, elements of roundabouts with separated bike lanes.

http://www.massdot.state.ma.us/Portals/8/docs/SBLG/Chapter4_Intersections.pdf

- 1) The separation width where bicyclists make a left turn to continue through a roundabout should be wide enough to improve bicyclists' position such that both bicyclists and oncoming vehicles have clear sight lines of one another and to provide drivers improved predictability for recognizing turning bicyclists. An example of this can be seen in the Netherlands, below.

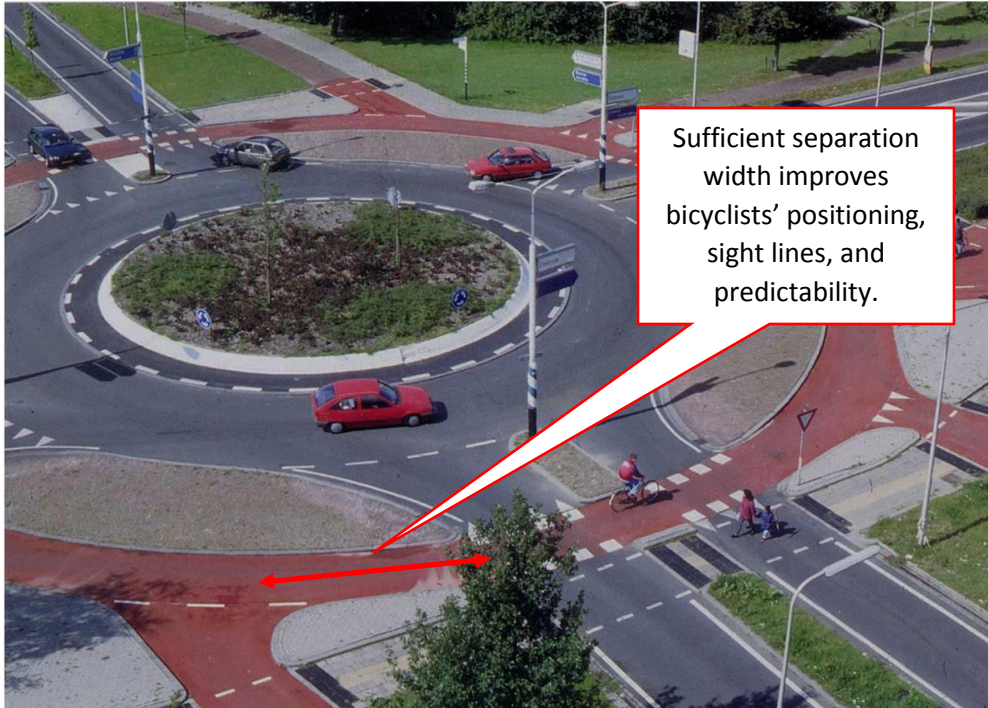


Image 2: Dutch roundabout with separated bikeway, found in an FHWA report on intersection Safety in Europe. <<https://international.fhwa.dot.gov/pubs/pl03020/chp05.cfm>>

2) Separated bike lanes should have bike queuing space at bike crossings.

Note: The PAC and BAC Roundabouts Subcommittee acknowledges that the MassDOT Guide is a conceptual guidance document. The subcommittee also acknowledges that the MassDOT Guide is the best separated bike facility conceptual guidance that we have reviewed thus far from agencies within the United States. Better guidance may be created in the future.

Contacts:

District 4 PAC and BAC Roundabouts Subcommittee:

Adam Foster, D4 BAC, Subcommittee Chair

Patrick Band, D4 BAC

Leah Greenblat, D4 PAC

David Simmons, D4 PAC

District 4 staff liaison to the PAC and BAC: Sergio Ruiz, Pedestrian & Bicycle Coordinator/Branch Chief

Caltrans District 4 Pedestrian Advisory Committee - Membership Roster FY 2016/2017

Name	Organization	Term Expiration
At Large:		
Marty Martinez	Safe Routes to School National Partnership	Sep-17
Mariana Parreiras	Transit - San Francisco Bay Area Rapid Transit District	Sep-17
<i>Vacant</i>		
County Agency Representatives:		
Chris Marks	Alameda County Transportation Commission	Sep-17
Ryan Dodge, Chair	Solano Transportation Authority	Sep-17
Patrick Golier	San Francisco Municipal Transportation Agency	Sep-17
Leah Greenblat	West Contra Costa Transportation Advisory Committee	Sep-18
Lauren Ledbetter	Santa Clara Valley Transportation Authority	Sep-17
<i>Vacant</i>		
Advocacy Members by County:		
Bjorn Gripenburg	Sonoma County resident	Sep-18
Steven Grover, Vice Chair	Alameda County resident	Sep-17
Carol Levine	Alameda County resident	Sep-18
David Simons	Santa Clara County resident	Sep-17
<i>Vacant</i>		
<i>Vacant</i>		



Application for Caltrans District 4 Pedestrian Advisory Committee

The California Department of Transportation (Caltrans) District 4 is accepting applications for membership on the District 4 Pedestrian Advisory Committee (PAC). The PAC advises Caltrans staff on pedestrian transportation issues to ensure District 4 projects and activities meet the needs of pedestrians on the State highway system and support livable, walkable communities. Applicants must either work for a public agency in one of the nine Bay Area counties (San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Solano, Napa, Sonoma or Marin) or reside in one of these nine counties. Each member is appointed to a two-year term. Terms are staggered such that, in any given year, half of the memberships lapse. Current and past members and applicants may reapply.

The PAC meets quarterly, with every other quarter meeting jointly with the District 4 Bicycle Advisory Committee. Meetings are located at the district office, 111 Grand Avenue, Oakland, CA and are typically scheduled on the fourth Wednesday of the month from 10:00 a.m. to 12 p.m. or 1:30 to 3:30 p.m. For more information, please visit the PAC webpage at <http://www.dot.ca.gov/d4/transplanning/pedcommittee.html> or contact Sergio Ruiz at (510) 622-5773 or sergio.ruiz@dot.ca.gov.

Please complete and sign this application. The application form and attachment(s) can be sent by email to sergio.ruiz@dot.ca.gov or by mail to:

Sergio Ruiz
Caltrans District 4
Office of Transit & Community Planning, MS 10D
P.O. Box 23660
Oakland, CA 94623-0660

Applicant Name:	
Mailing Address:	
Home Phone:	Work Phone:
Email:	

Please respond to the following questions on a separate attachment:

1. Commission/committee experience: What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
2. Statement of qualifications: Provide a brief statement indicating why you are interested in serving on the PAC and why you are qualified for this appointment.
3. Relevant work or volunteer experience: List employer or organization, include address, position and dates worked.
4. Specific pedestrian transportation experience: List any specific interest, involvement, or expertise you have related to pedestrian issues.

Certification: I certify that the information provided is true and complete to the best of my knowledge.

Signature: _____ Date: _____



Caltrans District 4 Pedestrian Advisory Committee CHARTER

The primary mission of the Caltrans District 4 Pedestrian Advisory Committee is to help ensure that Caltrans District 4 capital projects, maintenance activities and operations meet the needs of pedestrian travelers on the state highway system within the District.

Goals and Objectives:

- Decrease pedestrian fatalities, injuries, and negative impacts from Caltrans facilities.
- Improve the walking environment and access on Caltrans facilities except where pedestrians are prohibited by law.
- Advise and inform Caltrans staff and the public on pedestrian needs and how projects can be improved.

Responsibilities and Tasks:

- Review and provide pedestrian-related input on district system plans and project initiation documents in order to ensure that pedestrian needs are being duly considered and accommodated.
- Provide input and awareness regarding existing major roadway deficiencies and needed upgrades, such as in the area of signal and traffic engineering, in support of pedestrian travel.
- Coordinate and share information with the public, regional and local pedestrian and bicycle committees, and the Metropolitan Transportation Commission Active Transportation Working Group.
- Advise and assist Caltrans on implementing existing policies such as Caltrans' Deputy Directive 64, Caltrans' Director's Policy 22, MTC's policy on Routine Accommodation of Bicyclists and Pedestrians in the Bay Area, the Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, and Safe Routes to Schools Programs.
- Provide input on new policies and policy revisions pertaining to pedestrians.
- Review and comment on Caltrans standards, guidelines, and procedures as they affect pedestrian travel.

Membership Criteria & Requirements:

The District 4 Pedestrian Advisory Committee will be comprised of local and regional government agency staff, transportation professionals, and regional pedestrian advocates who regularly work on pedestrian issues and have an interest in improving pedestrian mobility, accessibility and safety throughout the nine San Francisco Bay Area counties.

Members will serve two-year terms that are staggered such that, in any given year, half of the members would need to reapply in order to continue as members.

Committee Member Responsibilities:

Pedestrian Advisory Committee members should:

- Consistently attend meetings.
- Adhere to District 4 Pedestrian Advisory Committee Charter.
- Participate as advocates for improving pedestrian mobility, accessibility and safety in District 4.

Committee Structure:

The Committee will elect from among its members a Chair and Vice Chair to serve on an annual basis. The Chair will facilitate the meetings using a simplified approach to Robert's Rules of Order. In the event of the Chair's absence from a meeting, the Vice Chair will facilitate.

The Committee's Caltrans staff liaison will be drawn from the Division of Transportation Planning and Local Assistance. The staff liaison will reserve the room for Committee meetings, attend such meetings, and take meeting notes or assign Caltrans staff for that purpose. The staff liaison will also provide the Committee with information on District activities related to the Committee objectives and responsibilities as described in the Committee Charter.

Committee Meetings:

Committee meetings will be held during District 4 business hours on at least a quarterly basis at the District 4 building at 111 Grand Avenue in Oakland.

Meetings are open to the public and anyone may attend. The opportunity for public comment will be available on any item on the agenda; a public comment period will be afforded as well for items not on the agenda within the Committee's scope. To stay on schedule, the Chair may impose reasonable time limits on speakers during meetings.

The Chair will develop and send the agenda for the upcoming meeting by electronic mail to the staff liaison at least two weeks in advance of the upcoming meeting. Supporting materials that consist of Caltrans documents and reports will be collected by the staff liaison, while supporting materials derived from sources outside Caltrans will be collected by the Chair and Vice Chair, who will send these by electronic mail to the staff liaison at least two weeks prior to the upcoming meeting. The staff liaison will distribute the draft agenda, supporting materials and meeting notes by electronic mail to the members at least one week before the meeting. If a member lacks access to electronic mail, a paper transmittal will be mailed to that person. The agenda will be finalized and posted by the staff liaison on the District 4 Pedestrian Advisory Committee website at least 72 hours prior to the upcoming meeting.

The Chair and Vice Chair may form subcommittees. Committee assignments will be divided among committee members.

Caltrans District 4 Pedestrian Advisory Committee (PAC) Work Plan – Projects Matrix

County Route	Project Name	Summary and Issue(s)	Date Initiated with the PAC	Project Status	Next Steps
ALA 80/580	I-80/580 Gilman Street Interchange Project	Interchange improvement project includes two roundabouts and a grade-separated pedestrian-bicycle overcrossing (PBOC)	• Mar 2016	• Presentation to the PAC in Mar 2016 with two PBOC alternatives • PAC+BAC updated in June 2016 • Project moving forward with wider path alternative using Caltrans right of way • PBOC not fully funded	•
ALA 123	University Village cycle track on San Pablo Avenue	A two-way, raised cycle track is being developed along San Pablo Avenue in Albany. An AC Transit bus stop is being relocation at Monroe St.	• Sept 2016	• Presentation to PAC on proposed bus stop configuration in Sept 2016 • PAC members provided input on design • Project under construction	•
SON 101	Connecting Central Windsor	Pedestrian and bicycle improvements across US 101 in the Town of Windsor	• Sept 2017	• Presentation to the PAC in Sept 2017 • Project in the planning/concept stage	•
Various	US 101 South Corridor Plan	Corridor plan being developed to include evaluation of existing pedestrian conditions, needs, and potential improvements.	• Sept 2017	• Presentation to PAC in Sept 2017 • Initial plan to be completed by Winter 2017/2018 • Option for more extensive plan in the future	•

Caltrans District 4 Pedestrian Advisory Committee (PAC) Work Plan – Policies and Procedures Matrix

Track No.	Policy/Procedure	Summary	Date Initiated with the PAC	Status	Goals and Next Steps
P-1	Pedestrian Safety Monitoring Program (PSMP)	Caltrans HQ developed a pilot program to identify High Collision Concentration Locations and countermeasures	Sept 2016	• Presented to PAC on September 28, 2016 • Roland provided an update to PAC on April 2017, 33 locations investigated and submitted to HQ with proposed improvements	• PAC to track progress of PSMP
P-2	Pedestrian environment at freeway undercrossing	PAC requested information on policies and guidance affecting pedestrian environment at freeway underpasses	March 2016	• Presentation to PAC Mar 2016, included Caltrans Transportation Art Program • Request for more info on lighting standards	• Track projects, guidance, and programs affecting pedestrians at freeway undercrossings
P-3	Pedestrian accommodations on Diverging Diamond Interchanges (DDI)	Topic recommended for future meeting	March 2016	• A project has not been identified where a DDI is the preferred alternative	• PAC to follow any project(s) that may develop a DDI.
P-4	Pedestrian safety projects in the State Highway Operation and Protection Program	District 4 has initiated various projects at various stages to improve pedestrian safety as part of the SHOPP 015 safety program.	April 2017	• Roland presented to the PAC on April 2017. • As of April 2017: Pedestrian Hybrid Beacons on SM 82 in construction; PHB project in SOL 29 to begin construction soon	• PAC to track projects as they progress
Closed	Directional Curb Ramps	District 4 developed a Design Information Handout on directional curb ramps		• Presented draft handout to PAC in Mar 2016 • Handout finalized in July 2016	•

Shaded = Resolved or not active

Caltrans District 4 Pedestrian Advisory Committee (PAC) + Bicycle Advisory Committee (BAC) Work Plan – Projects Matrix

County Route	Project Name	Summary and Issue(s)	Date Initiated w/ PAC+BAC	Project Status	Next Steps
CC/MR N 580	Richmond-San Rafael Bridge Operational Improvement Project	Pilot Project includes a 10 ft Class I path on the upper deck, separated by a moveable barrier.	<ul style="list-style-type: none">• Oct 2014	<ul style="list-style-type: none">• Presentation to BAC Oct 2014• Presentation to PAC+BAC Jan 2016• Project under construction• Transportation Authority of Marin (TAM) developing improved bikeway connection on Sir Francis Drake overcrossing	<ul style="list-style-type: none">• Track project and improved connections to bridge• Update on operational plan requested in June 2017
SF 80	Bay Bridge West Span Path	Planned pedestrian and bicycle path on the Bay Bridge West Span	<ul style="list-style-type: none">•	<ul style="list-style-type: none">• Caltrans study completed• MTC-funded study in development; alternative narrowed down	<ul style="list-style-type: none">• Track study and potential future phases• Update to PAC+BAC requested in June 2017
SCL 101/237	Mary Avenue Bridge	Draft environmental document includes alternatives for a Mary Avenue overcrossing with bike & ped facility, no connection to the east	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•
SON 101	Town of Windsor bicycle and pedestrian access across US 101	Town of Windsor is looking at alternatives to improve pedestrian and bicycle connections across US 101	<ul style="list-style-type: none">•	<ul style="list-style-type: none">• Presentation at PAC-only meeting in Sept 2017	<ul style="list-style-type: none">•

Caltrans District 4 Pedestrian Advisory Committee (PAC) + Bicycle Advisory Committee (BAC) Work Plan – Policies and Procedures Matrix

Track No.	Policy/Procedure	Summary	Date Initiated w/ PAC+BAC	Status	Goals and Next Steps
PB-1	Pedestrians and Bicyclists at Interchanges and Intersections	PAC+BAC subcommittee developed recommendations to reduce conflicts for pedestrians and bicyclists at interchanges and intersections.	Jan 2015	<ul style="list-style-type: none"> Discussed on Jan 2015 and June 2015 joint meetings Joint PAC+BAC reviewed and approved subcommittee recommendations on June 24, 2015 Letter sent to Caltrans Director August 2016 HQ Smart Mobility Branch can help relay recommendations to HQ Design and Traffic Operations divisions 	<ul style="list-style-type: none"> Seek opportunities to provide input on D4 projects and HQ guidance affecting intersections and interchanges
PB-2	CA State Bike + Ped Plan	<i>Toward an Active California</i> , the CA State Bike & Ped Plan, is a policy-level plan for Caltrans to meet its goals and targets for walking and biking.	Jan 2016	<ul style="list-style-type: none"> Draft released in Feb 2017, comments due March 10, 2017 Final plan released in May 2017 HQ Smart Mobility and Active Transportation Branch is the implementation lead 	<ul style="list-style-type: none"> Track implementation of goals and strategies
PB-3	Mode Separation for Multi-use Paths	Steven Grover presented research findings of best practices on mode separation of multi-use paths	June 2016	<ul style="list-style-type: none"> Presentation to PAC+BAC in June 2016 Subcommittee met in February 16, 2017 SGA staff identifying discrepancies in Caltrans guidelines 	<ul style="list-style-type: none"> Develop recommendations for Caltrans
PB-4	Roundabouts	Develop PAC_BAC recommendations for roundabout design guidance pedestrians and bicyclists	Oct 2016	<ul style="list-style-type: none"> Presentation to BAC on Oct 19, 2016 PAC+BAC Special Meeting Jan 2017 CA SHS Roundabout Inventory Report (2014) available online Caltrans and FHWA workshop on March 3, 2017 to develop roundabouts training for peds and bikes Subcommittee reviewing draft recommendations 	<ul style="list-style-type: none"> Develop recommendations for Caltrans
PB-5	Identify/prioritize interchanges that present barriers to pedestrian and bicycle travel	<ul style="list-style-type: none"> D4 Bike Plan will identify/prioritize barriers to bicycling, but not focused on pedestrians 	Jan 2017	<ul style="list-style-type: none"> Recommended for future meeting 	<ul style="list-style-type: none">
PB-6	Senate Bill 1 Road Maintenance and Rehabilitation Program	<ul style="list-style-type: none"> SB 1 provides new funding for transportation in CA (including ATP and planning), includes various requirements for complete streets 	June 2017	<ul style="list-style-type: none"> June 2017: Guidelines being developed for various new programs 	<ul style="list-style-type: none"> Track programs and guidelines resulting from SB 1
PB-7	Regional Measure 3R	<ul style="list-style-type: none"> Regional Measure proposed for 2018 to raise bridge tolls 	April 2017	<ul style="list-style-type: none"> Potential future agenda item 	<ul style="list-style-type: none">
Closed	State Smart Transportation Initiative report recommendations for Caltrans	The SSTI report provides an assessment and recommendations for Caltrans, some of which would help the department improve on meeting the needs of pedestrians.		<ul style="list-style-type: none"> PAC sent letter supporting SSTI recommendations to Caltrans Director in Oct 2014 Response letter in Jan 2015 thanking PAC members and directing them to www.dot.ca.gov/CIP/ for updates. 	<ul style="list-style-type: none">

Shaded = Resolved or not active